

Established February, 1840

PRICE, \$24 PER ANNUM

Shipping

Sailing Vessels.

FOR TAKAO AND TAIWANFO.
The A. I. German Schooner
"Auguste Reimers,"
shortly due, will load here
for the above Ports, and will
immediately despatch.

For Freight, apply to
VOGEL & CO.
Agents.
Hongkong, March 17, 1880.

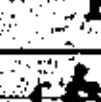
FOR LONDON.
The A. I. British Bark
"Pera,"
Super. Master, will load
here for the above Port, and
have quick despatch.

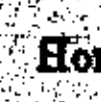
For Freight, apply to
VOGEL & CO.
Hongkong, March 15, 1880.

FOR NEW YORK.


ADAMS, Master

For Freight, apply to
VOGEL &
Hongkong, March 15, 1880.

FOR PORTLAND (OREGON)
 The American Bank,
"Aliden River,"
Captain A. Norz, will
immediate despatch to
above Port.
For Freight or Passage, apply to
ROZARIO &
Hongkong, March 10, 1880.

FOR PORTLAND (OREGON)
 The American Bank,
"Coloma,"
Capt. C. M. Norz, will
immediate despatch to
above Port.
For Freight or Passage, apply to
ROZARIO &
Hongkong, March 10, 1880.

FOR SAN FRAN

 **"Dirigo"**
STATION, Master, will leave
 for the above Port, and
 have quick despatch.
 For Freight, apply to
 Hongkong, February 26, 1880.

FOR NEW YORK.
 The **A 1 American Bark**
"Hogay Brown,"
HAYMAN, Master, will
 leave here for the above Port
 will have quick despatch.
 For Freight, apply to
VOGEL &
 Hongkong, February 7, 1880.

FOR SAN FRANCISCO.
 The **A 1 American Ship**
"Helen,"
DAY, Master, will leave
 for the above Port, and will
 have quick despatch.
 For Freight, apply to

Kong, January 31.

The "U. S. American Ship"
The "U. S. American Ship"
Surrey, Maine, will sail
have quick dispatch.
For freight, apply to
VIGORE &
Hankow, January 8, 1900.

Notices to Consignees

NOTICE TO CONSIGNEES
R. S. "SUMIDA MARU"
Kobe and Yokohama


CONSIGNERS OF Goods to the
Yokohama and Kobe ports,
their Bills of Lading for cargoes
and also immediate delivery of their
from shippers.

Cargo Importing the Japanese
Japan Importers will be notified
Consignments are made.

LET3U BLAET 12

[illegible]


To-day's Advertisements.

 The Steamship
"Amoy,"
Captain G. H. DREWES,
will be despatched for the
above Port TO-MORROW, the 19th Inst.,
at Noon.

For Freight or Passage, apply to
STERNSEN & Co.

FOR SWATOW, AMOY & FOOCHEW
The Steamship
"Namon,"
Capt. WRESTON, will be
despatched for the above
Ports on **TUESDAY**, the 23rd Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co
Hongkong, March 18, 1880. ma2



WAR DEPARTMENT CONTRACT.
—
TO BUILDERS, AND CONTRACTOR
—
TRIENNIAL CONTRACTS, HONGKONG.

TENDERS are Required for the PERFORMANCE of such WORKS, and REPAIRS, and for the SUPPLY of BUILDING MATERIALS as may be required to WAR DEPARTMENT BUILDINGS in Hongkong, including the Hospital at Meeanee, Kowloon, Kellett's, Stonecutters, and Green Islands, the War Department

Persons wishing to Tender may obtain information, with forms of Tender, and Schedules of Prices on application to ROYAL ENGINEER OFFICE, the Commisariat Buildings, up to 25th MARCH, 1896. A sum of \$2.50 will be charged for Schedules.

the right of rejecting any or all of
Tenders.
Tenders will be Received up to Noon
the 26th Instant.
C. R. SHERVINTON, *Lieut.-Col.*
District Commissary-General.
Commissariat Office,

the right of rejecting any or all of
Tenders.
Tenders will be Received up to Noon
the 26th Instant.
C. R. SHERVINTON, *Lieut.-Col.*
District Commissary-General.
Commissariat Office,

18th March, 1880.

Not Responsible for Debts

*Neither the Captain, the Agents,
Owners will be Responsible for*

Debt contracted by the Officers or Crew of the following Vessels, during their absence in Hongkong Harbour:—

R. ROBINSON, American ship, Captain Smith.—Vogel & Co.

CARMELITA & IRA, German barque, E. J. Ketela.—Melchers & Co.

SARAH SCOTT, British barque, Ca
Estall.—Jardine, Matheson & Co.

ARRIVALS.

March 18, *Amoy*, British steamer, Canton.

March 18, *Cuba*, British barque, Whampoa.

March 18, *America*, British steamer.

J. Mooney, Saigon March 11, General BIRLEY & Co.

March 18, *Kerguelen*, French f
1860, M. Mathieu, Manila March 15.

DEPARTURES.

Mar. 18, *Compton*, for Saigon.
18, *Mabel*, for New York.

18, *Morge*, Russian g. b., for Manilla.
18, *Cruysen*, Russian corvette, Europe, &c.
18, *Msoth*, for Shanghai, &c.
18, U.S.S. *Richmond*, for Swatow.
18, *Bombay*, for Swatow.
18, *Penedo*, for Manila.
18, *Douglas*, for Swatow.

CLEARED.
*Emma, for Tientsin;
 Carisbrooke, for Saigon,
 Amoy, for Shanghai.
 Albay, for Amoy, &c.*

PASSENGERS.
ARRIVED.
Per *America*, from Saigon, 53 Ob
DEPARTED.
Per *Meath*, for Shanghai, Mr Re
Per *Douglas*, for Amoy, Mr Mic

for Foochow, Mr Glover.	
Per Compton, for Saigon, 20 Chinese.	
Per Mabel, for New York, 3 Europeans.	
Per Bombay, for Swatow, 60 Chinese.	
Per Penedo, for Manila, 1 European.	
20 Chinese.	
	TO DEPART.
Per Ancoy, for Shanghai, 78 Chinese.	

SHIPPING REPORTS.
The British steamer *America* arrived here from Cape Varella, Strong monsoon to Cape Varella, light hazy weather, from St. John, foggy weather all through, much

POST OFFICE NOTICE
MAILS will close:—
For SHANGHAI.—
Per Amoy, at 11.30 a.m. To-morrow
1901/2

For HOIHOW and PAKHOI.—
Per *Haitan*, at 5 p.m. To-mor-
row 18th inst.

For JAPAN via KOBE.—
Per *Sunida Maru*, at 5 p.m., on
the 19th inst.

For MANILA.—
Per *Heneruda*, at 11.30 a.m.,
day, the 20th inst.
FOR STRAITS SETTLEMENTS.
Per *Hindostan*, at 2.30 p.m.,
day, the 20th inst.
FOR SWATOW, AMOY, & FOOC

MEMOS. FOR TO-MORROW.
Shipping.
Daylight.—Albay leaves for Amoy, &c.

Noon.—Aroy leaves for Shanghai.
6 p.m.—Hainan leaves for Hothow, &c.
Auction.
11 a.m.—Auction of Ale by Hughes &
Lagge at Queen's Road Central.

General Memoranda.
SATURDAY, March 21:—
 Daylight.—Mitsui Bishi Mail leaves for Yokohama via Kobe.
 Noon.—Emeralda leaves for Manila.
 3 p.m.—Hindostan leaves for Singapore &c.
MONDAY, March 22:—

1 p.m. American Mail leaves for Yokohama and San Francisco.
Garrison Athletic Sports.
TUESDAY, March 23;—
Daylight.—Nawia leaves for Coast Port Goods per Amazons undelivered at Noon, subject to rent and landing charges.

WEDNESDAY, March 24:—
11 p.m.—English Mail leaves for Port of Call and Europe.

FRIDAY, March 26:—
Noon.—Tenders for War Department Contract close.

SATURDAY, March 27:—
8.30 p.m.—Meeting of Shareholders

The Chinese Insurance Co., Limited
at Head Office.

WEDNESDAY, March 31 :—
Noon.—French Mail leaves for Port
Call and Europe.


WEDNESDAY, April 7 :—
3 p.m.—Occidental & Oriental S. S. Co.
Steamer leaves for Yokohama and

Francisco.

THE
HONGKONG DISPENSARY
Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS
WHOLESALE AND RETAIL DRUGGISTS
IMPORTERS
OF

**DAUGHTER'S SUNDRIES, NURSERY RE-
QUISITES, TOILET REQUISITES, ENGLISH
AMERICAN, AND FRENCH PATENT
MEDICINES.
MANUFACTURERS
OF**

**Soda Water, Lemonade, Tonic
Gingerade, Potass Water, Sarsaparilla
Water, and other Aerated Waters.**
 **The Manufactory is under direct
continuous European Supervision.**
Hongkong, June 1, 1876.

PASSENGERS arriving in Hongkong, other persons who may desire to consult the files of local, Chinese, American, English, Indian or other newspapers, are invited to the "CHINA MAIL" Office, where

sixty newspapers, dailies and weeklies from these countries, are filed for reference.

33 The publication of this issue commences at 7.25 p.m.

The China Mail

HONGKONG, THURSDAY, MAR 18,

SUCH a time of commercial depression in England and the world in general, through in 1870 could not but have a due effect on the shipping visitation of the port, and we cannot be surprised as we do by the Harbour Master's report, which appears in to-day's *Gazette*.

1879, compared with former showed a considerable decrease foreign shipping arriving and Hongkong. There was a reduction of 5.28 per cent on the arrivals as compared with 1878, vessels under contract having fallen off the most. It also there was a decrease but it

fairly pointed out that this may partially accounted for by the increase of 30,895 tons carried in foreign-burdened vessels under the Chinese flag. The increase shown last year as compared with 1878 was 230,000 tons in shipping in the junk trade 109,473 tons in the steamship trade.

the number leaving during 1874 was 5,124 more than that which left in 1873. Since 1874, when the emigration of Chinese has been prohibited in foreign ships and junk, the number advanced less than 3,300,000, it has advanced with rapid strides and in 1900 it was over 4,800,000 tons. The

1877. Before 1875 there was a depression in trade and a decrease in shipping, the figures coming down to nearly 3,800,000 tons in 1874. From 1872 there was a four-year

prosperity which ran the figure 2,500,000 tons in 1858 and 1872 figure we have quoted for 1872 the trade has been less the supercession of sailing vessels is none the less marked previous years. The increased demand for the same is 2 0/11

—3.18 per cent, more than in 1978, while the foreign selling volume decreased tonnage of 200,744 to 21.60 per cent, less than in 1978. Stearns tonnage is periodically amongst these countries for:

British flag 82.00 per cent

French,	6.85	"
Chinese,	4.90	"
German,	5.39	"
United States,	1.78	"

The junks in the same way driven off the road, by steamers the Chinese flag as is remarked.

The opening up of a direct trade
China and Honolulu by the
Co. (who, it is noted, appear to

most follow the advice of youth to little or no effect. The British Government has been very anxious to see the Government of India in a position to take up the responsibility of governing the country. The Government of India has been very anxious to see the Government of India in a position to take up the responsibility of governing the country. The Government of India has been very anxious to see the Government of India in a position to take up the responsibility of governing the country.

It is complained was made by Mr Henningsen, the colonial governor of Hongkong, as had been asserted on more than one occasion by the Japanese press, the matter is not due to be treated lightly. The visit of Mr Henningsen to Japan is not a mere courtesy call, but a mission of great importance by his own country to be proud. His approach was heralded with a great flourish of trumpets and bells; his visit was accompanied with an official character it could not, under any conceivable circumstances, possess; we were told that that the Japanese government were anxious that Mr Henningsen was coming to arrest the evil influence of the British minister, anxious to strengthen the reports of missionaries and others in opposition to those of Sir Harry Parkes. The hour of Japan's deliverance had, in fact, arrived, and the Japanese people were to be glad to see when the great humanitarian, the governor, arrived. Pursuing this painful fallacy still further, the insignificant Japanese found new bells to ring, and new trumpets to sound to their readers that the real reason for Sir Harry Parkes' journey to Japan was to receive the warmest welcome in response to a dispatch written by Mr Henningsen.

Before Mr Henningsen arrived in Japan we protested against the assumption that the colonial governor had, or ever, could have authority over the diplomatic representation of his country in Japan. We were told that we raised our voice in no political tone against the folly, which ascribes to travelling politicians an influence that can never possess. It became our duty to coldly correct the sanguine anticipation of the Japanese, and to point out that the British minister, on his arrival at the station, none, which he relied; to testify of their sincere covering the glow

promises of future benefit held out by the gentleman and Mr Reed to the people of this country; and we cannot now listen, even a semblance of patience, to the wiles and tricks which assuage that feeling, and which have been the cause of this approach of a grievous bereavement. It was the consequence of a report which our naval visitor to Japan had drawn up, in which those first impressions which, longer or shorter, none here shows us to be so erroneous, so misleading, that our first duty is to shake our minds of them.

We should have thought, judging by the temper of the colonists of Hongkong, that the friends of Hennessey were enough of his own gubernatorial duties, even as he occupies his time with the friends of Hongkong we have nothing to do with Hennessey, but when we had the consequence of his visit here signified as a reason for the recall of the British envoy from Japan,

[illegible]

would look with satisfaction upon the popularity of their representative among certain sections of the Japanese people; they will treat the dislike with which such men are regarded as the highest compliment such a nation can pay to a man honored and faithful servant of his country.

B. Itane.

Quotations

Bismarck, March 18.

OPIMUM.—New Yama, each...\$615
" " " " " " " " " " " "
" " " " " " " " " " " "
" " " " " " " " " " " "
" Old " " " " " " " " " " " "
" New Malwa, each...780
" Old Malwa, each...790

Exchange

Bank Wire.....	3/8
" Demand.....	3/8
" 30 days sight.....	5/8

4 months sight	8 5/8
Credit, 30 days	8 1/2
Indemnity, 3 months sight	9 1/2
Indemnity, 6 months sight	10 1/2
Indemnity, 9 months sight	11 1/2
Shanghai demand	7 1/2
50 days sight	7 3/4
Gold rate, 100 taels	27.00
Silver rate	2.20

Shanghai

Hongkong Bank, 30 & 60 days sight	10 1/2
Union Bank, 30 days sight	10 1/2
China, 30 days sight	10 1/2
Indemnity, 30 days sight	10 1/2
Indemnity, 60 days sight	10 1/2
Indemnity, 90 days sight	10 1/2
Indemnity, 120 days sight	10 1/2
Indemnity, 150 days sight	10 1/2
Indemnity, 180 days sight	10 1/2
Indemnity, 210 days sight	10 1/2
Indemnity, 240 days sight	10 1/2
Indemnity, 270 days sight	10 1/2
Indemnity, 300 days sight	10 1/2
Indemnity, 330 days sight	10 1/2
Indemnity, 360 days sight	10 1/2
Indemnity, 390 days sight	10 1/2
Indemnity, 420 days sight	10 1/2
Indemnity, 450 days sight	10 1/2
Indemnity, 480 days sight	10 1/2
Indemnity, 510 days sight	10 1/2
Indemnity, 540 days sight	10 1/2
Indemnity, 570 days sight	10 1/2
Indemnity, 600 days sight	10 1/2
Indemnity, 630 days sight	10 1/2
Indemnity, 660 days sight	10 1/2
Indemnity, 690 days sight	10 1/2
Indemnity, 720 days sight	10 1/2
Indemnity, 750 days sight	10 1/2
Indemnity, 780 days sight	10 1/2
Indemnity, 810 days sight	10 1/2
Indemnity, 840 days sight	10 1/2
Indemnity, 870 days sight	10 1/2
Indemnity, 900 days sight	10 1/2
Indemnity, 930 days sight	10 1/2
Indemnity, 960 days sight	10 1/2
Indemnity, 990 days sight	10 1/2
Indemnity, 1020 days sight	10 1/2
Indemnity, 1050 days sight	10 1/2
Indemnity, 1080 days sight	10 1/2
Indemnity, 1110 days sight	10 1/2
Indemnity, 1140 days sight	10 1/2
Indemnity, 1170 days sight	10 1/2
Indemnity, 1200 days sight	10 1/2
Indemnity, 1230 days sight	10 1/2
Indemnity, 1260 days sight	10 1/2
Indemnity, 1290 days sight	10 1/2
Indemnity, 1320 days sight	10 1/2
Indemnity, 1350 days sight	10 1/2
Indemnity, 1380 days sight	10 1/2
Indemnity, 1410 days sight	10 1/2
Indemnity, 1440 days sight	10 1/2
Indemnity, 1470 days sight	10 1/2
Indemnity, 1500 days sight	10 1/2
Indemnity, 1530 days sight	10 1/2
Indemnity, 1560 days sight	10 1/2
Indemnity, 1590 days sight	10 1/2
Indemnity, 1620 days sight	10 1/2
Indemnity, 1650 days sight	10 1/2
Indemnity, 1680 days sight	10 1/2
Indemnity, 1710 days sight	10 1/2
Indemnity, 1740 days sight	10 1/2
Indemnity, 1770 days sight	10 1/2
Indemnity, 1800 days sight	10 1/2
Indemnity, 1830 days sight	10 1/2
Indemnity, 1860 days sight	10 1/2
Indemnity, 1890 days sight	10 1/2
Indemnity, 1920 days sight	10 1/2
Indemnity, 1950 days sight	10 1/2
Indemnity, 1980 days sight	10 1/2
Indemnity, 2010 days sight	10 1/2
Indemnity, 2040 days sight	10 1/2
Indemnity, 2070 days sight	10 1/2
Indemnity, 2100 days sight	10 1/2
Indemnity, 2130 days sight	10 1/2
Indemnity, 2160 days sight	10 1/2
Indemnity, 2190 days sight	10 1/2
Indemnity, 2220 days sight	10 1/2
Indemnity, 2250 days sight	10 1/2
Indemnity, 2280 days sight	10 1/2
Indemnity, 2310 days sight	10 1/2
Indemnity, 2340 days sight	10 1/2
Indemnity, 2370 days sight	10 1/2
Indemnity, 2400 days sight	10 1/2
Indemnity, 2430 days sight	10 1/2
Indemnity, 2460 days sight	10 1/2
Indemnity, 2490 days sight	10 1/2
Indemnity, 2520 days sight	10 1/2
Indemnity, 2550 days sight	10 1/2
Indemnity, 2580 days sight	10 1/2
Indemnity, 2610 days sight	10 1/2
Indemnity, 2640 days sight	10 1/2
Indemnity, 2670 days sight	10 1/2
Indemnity, 2700 days sight	10 1/2
Indemnity, 2730 days sight	10 1/2
Indemnity, 2760 days sight	10 1/2
Indemnity, 2790 days sight	10 1/2
Indemnity, 2820 days sight	10 1/2
Indemnity, 2850 days sight	10 1/2
Indemnity, 2880 days sight	10 1/2
Indemnity, 2910 days sight	10 1/2
Indemnity, 2940 days sight	10 1/2
Indemnity, 2970 days sight	10 1/2
Indemnity, 3000 days sight	10 1/2
Indemnity, 3030 days sight	10 1/2
Indemnity, 3060 days sight	10 1/2
Indemnity, 3090 days sight	10 1/2
Indemnity, 3120 days sight	1

[illegible]

Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.
City Hall, Library (8,000 volumes) and Museum.—Free.
Public Gardens, a beautifully picturesque retreat and of great interest.
The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.
General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.
Lusitan Club and Library, Shelley St.
Government Offices, the Secretariat, &c., near the Public Gardens.
St. John's Cathedral (Anglican), above the Parade Ground.
Roman Catholic Cathedral, Wellington Street.
Union Church, Elgin Street.
St. Peter's Seamen's Church, West Point.
St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.
Temperance Hall, specially adapted for sea-faring men, Queen's Road East.
Sailors' House, West Point.
E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.
Masonic Hall, Zealand Street.
Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.
The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Hotels.

Stag Hotel, good accommodation for visitors at moderate rates, 110, Queen's Road Central.—J. Cook, Proprietor.
Hongkong Hotel, the largest and most commodious, at the corner N. E. of the Clock Tower.—DORABEE AND HING-KEE, Lessees.

Stores, Books, &c.

General Outfitter, Hosiery, Tailor, &c.—T. N. DAIKOLL, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.
Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & Co., Queen's Road Central.
Books, Music and Stationery.—KELLY & WALSH (next door Hongkong Hotel).
Travelling Requisites of all kinds, Books, &c.—LANE, CRAWFORD & Co., American and English Stores, Books, and specially selected Cigars.—MAC-EWEN, FRICKEL & Co.
American Newspapers and cheap Reprints, &c., choice Tobacco and Cigars.—MOORE'S VARIETY STORE, 42, Queen's Road.
Watches, Jewellery, Charts, Binoculars, Optical Instruments, Morgan's Pencil-cases, &c.—JOHN NOBLE, agent for Negretti & Zambra.
Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—WM. SCHMIDT & Co., Gun-makers, 47, Wyndham Street.

Chair and Boat Hire.

LOCALIZED TARIFF OF FARES FOR CHAIRS, CHAIR BARBERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats.
Half hour, ... 10 cts.
Three hours, ... 50 cts.
Six hours, ... 70 cts.
Day (from 6 to 8), One Dollar.

To VICTORIA PEAK.
Single Trip.
Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

Return (direct or by Pok-foi-lum).
Four Coolies, ... \$1.50
Three Coolies, ... 1.20
Two Coolies, ... 1.00

To VICTORIA GAP (TO LEVEL OF UMBRELLA STAIRS).
Single Trip.
Four Coolies, ... \$0.60
Three Coolies, ... 0.50
Two Coolies, ... 0.40

Return (direct or by Pok-foi-lum).
Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.
(Day Trip) Peak, ... \$0.75 each Coolie.
(12 hours) Gap, ... \$0.90 each Coolie.

Licensed Hackers (each).
Hour, ... 10 cts.
Half day, ... 35 cts.
Day, ... 50 cts.

BOAT AND COOLER HIRE.
1st Class Cargo Boat of 8 or 900
planks, per Day, ... \$5.00
2nd Class Cargo Boat of 8 or 900
planks, per Day, ... 3.00
3rd Class Cargo Boat of 8 or 900
planks, per Day, ... 2.00
4th Class Cargo Boat of 8 or 900
planks, per Day, ... 1.75
5th Class Cargo Boat of 8 or 900
planks, per Day, ... 1.50
6th Class Cargo Boat of 8 or 900
planks, per Day, ... 1.00
7th Class Cargo Boat of 8 or 900
planks, per Day, ... 0.90

or Pullaway Boats, per Day, ... \$1.00
Boat, per Day, ... 0.50
After 12 hours, ... 10 cts.
Nothing in this Scale prevails private agreement.

STREET COOLIES.
One Day, ... \$0.50
Half Day, ... 0.25
Three Hours, ... 0.15
One Hour, ... 0.10
Nothing in this Scale prevails private agreement.

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Albany	Brit.	str.	366	16	120	Mar. 16	Douglas LaPraik & Co.
Amoy	Brit.	str.	814	16	120	Mar. 16	Stiemssen & Co.
City of Peking	Amer.	str.	5070	10	120	Mar. 10	P. M. S. S. Co.
Fame	Brit.	str.	117	1	120	Mar. 10	R. K. & W'poo Dock Co.
Hainan	Amer.	str.	281	16	120	Mar. 10	Russell & Co.
Hindustan	Brit.	str.	691	16	120	Mar. 10	David Sassoon, Sons & Co.
Malacca	Brit.	str.	1044	16	120	Mar. 10	P. & O. S. N. Co.
Norna	Brit.	str.	606	16	120	Mar. 31	Kwok Acheong
Orestes	Brit.	str.	1823	16	120	Mar. 17	Butterfield & Swire
Sea Gull	Amer.	str.	48	1	120	Mar. 24	China Traders' Insurance Co.
Sumida Maru	Japan.	str.	596	16	120	Mar. 15	Mitsui Bishi M. S. S. Co.
Thales	Brit.	str.	820	16	120	Dec. 26	Jardine, Matheson & Co.
Aldon Bessie	Amer.	bgo.	842	16	120	Dec. 16	Rozario & Co.
Carl	Ger.	bgo.	225	16	120	Dec. 20	Arnhold, Karberg & Co.
Carmelia & Ida	Ger.	bgo.	438	16	120	Feb. 27	Melchers & Co.
Coloma	Amer.	bgo.	822	16	120	Jan. 22	Rozario & Co.
Corea	Brit.	bgo.	681	16	120	Mar. 19	Meyer & Co.
Cuba	Brit.	bgo.	320	16	120	Mar. 18	Edward Schellhass & Co.
Dirigo	Amer.	bgo.	685	16	120	Feb. 16	Vogel & Co.
France	Fch.	bgo.	499	16	120	Mar. 14	Landstein & Co.
Garibaldi	Amer.	bgo.	670	16	120	Feb. 23	Jardine, Matheson & Co.
Haydn Brown	Amer.	bgo.	865	16	120	Dec. 11	Vogel & Co.
Hecla	Amer.	bgo.	1029	16	120	Jan. 19	Russell & Co.
Highlander	Amer.	bgo.	1353	16	120	June 19	Vogel & Co.
Lizle	Brit.	bgo.	224	16	120	Mar. 13	Chinese
Lucia	Brit.	bgo.	640	16	120	Feb. 7	Arnhold, Karberg & Co.
Port	Brit.	bgo.	683	16	120	Mar. 4	Vogel & Co.
R. Robinson	Amer.	bgo.	1452	16	120	Feb. 22	Vogel & Co.
Sarah Scott	Brit.	bgo.	661	16	120	Mar. 14	Jardine, Matheson & Co.
Sparkan	Amer.	bgo.	81	1	120	Aug. 27	W. H. Day
Sumatra	Amer.	bgo.	1090	16	120	Sept. 5	Russell & Co.
Twilight	Amer.	bgo.	1303	16	120	Mar. 8	Vogel & Co.
Wing Shui Shing	Chi.	bgo.	409	16	120	Feb. 6	Robert, Atcock & Co.
Whampoa	Fch.	bgo.	887	16	120	Feb. 11	Carlowitz & Co.
Chateaubriand	Ger.	bgo.	402	16	120	Mar. 17	Wiel & Co.
Gesine Brone	Brit.	bgo.	211	16	120	Mar. 4	Stirley & Co.
Janet	Brit.	bgo.	255	16	120	Mar. 10	Edward Schellhass & Co.
Victory	Brit.	bgo.	255	16	120	Mar. 10	Edward Schellhass & Co.
Fuyow	Chi.	bgo.	920	16	120	Mar. 16	G. M. S. N. Co.

Men-of-war in Hongkong Harbour.

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Hornet	Brit.	gun vessel	464	4	120	Mar. 9	J. S. Eaton
Iron Duke	Brit.	Flag-ship (iron-clad)	6430	14	800	Mar. 10	Henry F. Cleveland
Kestrel	Brit.	gun vessel	592	4	100	Mar. 10	...
Messance	Brit.	gun vessel	552	4	100	Mar. 10	...
Midge	Brit.	gun vessel	465	4	120	Mar. 15	O. H. Palmer
Peng-chun-hai	U. S.	rigate	2000	4	120	Jan. 2	A. E. K. Benham
Richmond	U. S.	rigate	455	4	60	Mar. 18	14. Com. M. L. Bridge
Sheldrake	Brit.	gunboat	3845	20	250	Mar. 8	M. Alquer
Themis	Brit.	gunboat	9087	20	250	Mar. 6	Commodore Smith
Victor Emanuel	Brit.	gunboat	9087	20	250	Mar. 6	William M. Annesley
Vigilant	Brit.	gunboat	635	4	120	Mar. 6	...

Vessel's Name.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Halkiang	Chinese	gunboat	800	4	120	Mar. 7	Ko Kok Thong

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Isabang	700	Ogston	Butterfield and Swire
Kin Shan	487	Ogston	H. O. & M. S. Boat Co.
Kia Kiang	617	Benning	H. O. & M. S. Boat Co.
Powan	1890	Benning	H. O. & M. S. Boat Co.
Sie J. Joseph	184	Lafavour	H. O. & M. S. Boat Co.
Spask	140	Degen	C. M. S. N. Co.
Suey-Ting	314	Hoyland	H. O. & M. S. Boat Co.
White Cloud	290	Brown	Kwok Acheong
Yotal	180	Brown	Kwok Acheong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	221	7	70	J. Godall
Chen-jin	221	7	70	A. Walker
Ching-on	120	2	40	Stewart
Ching-po	180	6	60	Chinese Admiral
Chun-tung	180	2	40	Chun H. Ha
Li-shih	80	2	20	Reed
Peng-chun-hai	2000	4	120	O. H. Palmer
Shan-chen	180	4	40	Li Ping Tye
Shan-chi	180	4	40	J. H. Wade
Shan-tung	180	4	40	J. H. Wade
Ting-tung	180	4	40	Edward Schellhass
Ting-po	180	4	40	Ohlg

Name.	Tons.	Captain.	Owners.
Isabang	700	Ogston	Butterfield and Swire
Kin Shan	487	Ogston	H. O. & M. S. Boat Co.
Kia Kiang	617	Benning	H. O. & M. S. Boat Co.
Powan	1890	Benning	H. O. & M. S. Boat Co.
Sie J. Joseph	184	Lafavour	H. O. & M. S. Boat Co.
Spask	140	Degen	C. M. S. N. Co.
Suey-Ting	314	Hoyland	H. O. & M. S. Boat Co.
White Cloud	290	Brown	Kwok Acheong
Yotal	180	Brown	Kwok Acheong

HONGKONG MARKET PRICES.

Corrected to Saturday, March 15th, 1880.

At 1080 Cank per Dollar Measure.

From London, per ton, 100 00

From Hongkong, per ton, 100 00

From Shanghai, per ton, 100 00

From Canton, per ton, 100 00

From Amoy, per ton, 100 00

From Swatow, per ton, 100 00

From Ningbo, per ton, 100 00

From Hangchow, per ton, 100 00

From Ningpo, per ton, 100 00

From Shanghai, per ton, 100 00

From Canton, per ton, 100 00

From Amoy, per ton, 100 00

From Swatow, per ton, 100 00

From Ningbo, per ton, 100 00

From Hangchow, per ton, 100 00

From Ningpo, per ton, 100 00

From Shanghai, per ton, 100 00

From Canton, per ton, 100 00

From Amoy, per ton, 100 00

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